

as lies between its junction with Lewisham-road and a point $3\frac{1}{2}$ chains or thereabouts from the south side of Lewisham-road, measured along the said Morley-road.

- (c) A diversion of Porson-street in the parish of Lewisham, in the county of Kent, commencing on the eastern side of the railway bridge at Park's-bridge junction, and terminating at the intersection of Hancverstreet with Porson-street aforesaid.
- (f) A diversion of the public road in the parish of Saint Paul's, Deptford, in the county of Kent, known as Alpha-road, and which connects Florence-road with the south-western end of Florence-street.

To authorise the Company to construct and maintain in the parish and township of Folkestone, in the county of Kent, and in the bed of the English Channel adjoining that parish and county, the following works (that is to say):—

- (a) A western pier or breakwater in continuation of the horn or sea wall leading from the Folkestone Harbour mouth to the new deep-water landing pier, such pier or breakwater to commence at the termination of the said horn or sea-wall, and to be continued thence for a distance of 200 yards or thereabouts, measured in a southerly direction from the south side of the said existing new pier, and from thence to be continued in a south-easterly direction for 75 yards or thereabouts, and thence running due easterly for a distance of 400 yards or thereabouts, and terminating at that point in a head.
- (b) A new pier or breakwater partly in the said parish and township of Folkestone and partly in the bed of the English Channel, commencing on the seashore at or about highwater mark ordinary spring tides, at a point 730 yards or thereabouts to the eastward of the present east pier and extending thence in a direction south by east for a distance of 380 yards or thereabouts, and thence in a direction south-west by south for a distance of 550 yards or thereabouts, and terminating at that point in a head.
- (c) An extension of the existing main outfall sewer in the parish and township of Folkestone, belonging or reputed to belong to the mayor, aldermen, and burgesses of the borough of Folkestone, such extension being wholly in the said parish and township of Folkestone, to commence at the present termination of the said existing sewer at or near the eastern pier or breakwater of Folkestone Harbour, continuing thence in an easterly direction beneath the foreshore, and terminating at or near Copt Point.
- (d) All proper embankments, piling, walls, piers, groynes, sluices, jetties, dolphins, moorings, buoys, beacons, quays, wharves, landing stages, tramways, staiths, drops, cranes, lifts, machinery, apparatus, and appliances.

To extend the limits of the existing harbour by including within the extended limits the lands, foreshore, bed of the English Channel, and waters to be included within or between the intended new piers or breakwaters hereinbefore described, or as may be provided by the intended Bill, and to make applicable to the new harbour and to the harbour so extended, as the case may be, all or some of the provisions of the 47th Geo. III, sess. 2, cap. 2, and of all other Acts relating to Folkestone Harbour as amended or altered by the Bill; and to provide that when the works hereinbefore described are completed,

the same shall form part of the existing harbour at Folkestone.

To authorise deviations laterally and vertically from the respective lines and levels of the intended railways, railway widenings, deviations of railways, piers, new road, new cut, and works as shown upon the plans and sections hereinafter mentioned to any extent which may be defined by the Bill.

To empower the Company to cross, divert, alter, or stop up, whether temporarily or permanently, all such public, carriage, and other roads, highways, streets, courts, passages, footpaths, ways, pipes, telegraphic, electric, and other lines and apparatus, sewers, rivers, canals, streams, bridges, railways, tramways, and subways, within the parishes, townships, extra-parochial and other places aforesaid as it may be necessary or convenient to cross, divert, alter, or stop up for the purposes of the Bill.

To authorise the Company to acquire compulsorily or by agreement land, buildings, foreshore, easements, and hereditaments in the several parishes, extra-parochial, and other places aforesaid for all or any of the purposes of the said railways, railway widenings, deviation railways, piers, harbour, new road, new-cut works, and purposes aforesaid, and to divert, stop up, and extinguish all or any rights of way over any roads or footpaths thereover, and to vest in the Company the site and soil of the portions diverted or stopped up.

To amend if necessary for carrying into effect the purposes aforesaid Section 17 of the Railways Clauses Act, 1845, and to provide and declare (if thought expedient so to do) that the provisions of the Harbour Docks and Piers Clauses Act, 1847, with respect to life boats and with respect to keeping a tide and weather gauge shall not apply to the Company or to their Folkestone Harbour undertaking.

To authorise the Company to acquire by compulsion or agreement and to hold lands in the parishes, extra-parochial and other places hereinbefore mentioned, for the purposes of the said new railways, railway widenings, deviation railways, road, new cut, piers, extension of Folkestone Harbour, and other works, and for other purposes, in addition to the lands hereinbefore described or referred to, and also to acquire by compulsion or agreement, and to hold for the purpose of extending the station siding and other accommodation of the Company, and for other purposes connected with their undertaking and the Harbour of Folkestone, the lands hereinafter described or referred to or some of them, that is to say:—

(1) Certain lands in the county of Middlesex, in the parish of Saint Swithin's London Stone, in the City of London—lands situate in Bush-lane, in the occupation of Frederick Barron.

(2) In the county of Kent.

(a) In the parish of Beckenham, lands belonging or reputed to belong to Edward Hacker, adjoining the Mid-Kent Railway of the Company on both sides thereof, and numbered 311a, 313, 378, and 380 on the Ordnance map (scale $\frac{1}{25000}$) for the parish of Beckenham.

(b) In the parish of Saltwood, lands belonging or reputed to belong to William Deedes, Esquire, at or near the junction of the Hythe and Sandgate Branch with the main line of the Company at or near Sandling Park.

(c) In the parish and township of Folkestone, lands belonging or reputed to the Right